(b) if so, the details of the request made by the Government of Gujarat for the conversion of narrow/meter gauge lines during the last [illegible] years; and

(c) the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI [illegible]ARU DATTATRAYA): (a) to (c) No gauge conversion project included [illegible] Budget is pending in Gujarat at present. However, 8 gauge conversion projects are in progress, out of which 3 have been completed and residual works are in progress.

The position of proposals received from the Government of Gujarat for gauge conversion of some narrow gauge/meter gauge lines into broad gauge is given as under:—

Sl. No.	Proposal	Position
1.	Bharuch-Dahej	It is one of the identified project under National Rail Vikas Yojana. Further processing for sanction and funding will be done as per extant procedure.
2.	Bhuj-Naiia	A survey for gauge conversion of this MG line has already been completed. In view of heavy throwforward of ongoing projects, it has not been found feasible to consider this proposal.
3.	Mahesana-Taranga Hill	A survey for gauge conversion of this MG line has already been completed. In view of heavy throwforward of ongoing projects, it has not been found feasible to consider this proposal.

Rub near Narendra Nagar in Nagpur

422. SHRI VIJAY J. DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are aware of existing Railway underbridge near [illegible]dra Nagar in Nagpur which has become notorious for accidents

involving nearly 300 lives over the last few years, and that local resident's persistent complaints lodged with the Railway authorities have not fructified at all as reported in Lokmat dated the 17th January, 2003; and

(b) if so, whether Government would adopt any effective measures so that continuous loss of human lives through accidents could be eliminated in this case and simultaneously take adequate care in similar cases elsewhere in the country?

THE MINISTER OF STATE INTHE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir. In fact, there is a Railway arch bridge at Narendra Nagar, South of Ajni Railway Station at K.m. 831/13-14 with two spans constructed for drainage of flood water. But of two spans, one span is being used by public as an under bridge and, through the other span nallah is flowing. There is no record with the Railways of any accident having occurred here with loss of human lives.

(b) This under bridge is being used unauthorisedly by Road users since the opening is to cater to flood water and Railways cannot take any responsibility in this regard. The State Governments have to sponsor proposals for a proper Road Over/Under Bridge which can be considered on deposit terms.

Adoption of advanced technology in Railways

423. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the present status of technology adopted by Indian Railways as compared to that adopted in other developing and developed countries;

(b) by what time Indian Railways would attain the advanced technology to match with those of other countries; and

(c) what step have been taken in that direction to avoid human and mechanical failures as the reasons for rail accidents?

THE MINISTER OF STATE INTHE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Technology adopted over Indian Railways is comparable with other developing/developed countries. However, adoption of latest technology from other developing and developed countries is a continuous process. The technology adopted has to match the geographical and socio-economic conditions of the country.